

monthly report



June 12, 1962

NEW JERSEY STATE HIGHWAY DEPARTMENT

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ACCOUNTING AND ADMINISTRATIVE SERVICES

During the month of May the State Highway Department's accounting people in cooperation with our consultants, completed initial work on revision and mechanization of the Department's accounting and highway construction funds. The preliminary steps were as follows:

1. Set up of funds on each construction program item so as to properly reflect the Federal and State balances.
The Federal balances were verified to the penny with the U.S. Bureau of Public Roads.
2. Prepare a monthly report based on the annual construction programs approved by the Governor so as to show balances, commitments and expenditures by construction program year and item number.
3. Establish a system of preparing this report on IBM machines so as to produce it in timely fashion on a monthly basis without the necessity for laborious hand work and photographic reproduction utilized heretofore. It is expected that this will save considerable time in the future and make for more efficient management of highway construction funds.

It is anticipated that the detailed work required to establish this new accounting system on a permanent basis will be completed during the summer.

ACCOUNTING AND ADMINISTRATIVE SERVICES, cont'd.

In the course of mechanizing the construction funds accounting, it became apparent that the State Treasury could benefit if the Highway Department adopted the Federal Bureau of Roads' new "Concurrent Audit" system which provides for faster reimbursement of federal aid funds. Accordingly, a preliminary meeting was held with representatives of the Federal Bureau of Public Roads on May 31 at the Highway Department and the Commissioner formally notified the Bureau on June 7 that the Department intended to adopt a new procedure as of July 1, 1962.

The Department immediately began preparing the written procedures, flow charts and detailed explanation of its internal accounting controls which will be required by the Bureau. At the same time, the usual financial report of the Department's activities covering the nine-month period from July 1, 1961 to March 31, 1962 was completed. It shows that \$93,372,525 in construction funds was committed to engineering, right of way and construction, including the necessary reserve for contingencies. This is an increase of \$15,857,951 over the amount committed for the same purposes during the comparable nine-month period of 1960-61.

Expenditures during the first nine months of fiscal 1962 were \$64,533,972 as compared with \$47,060,485 for the same period of the previous year. The amount outstanding for construction and right of way as of March 31, 1962 was \$158,112,632 as compared with \$138,075,399 as of March 31, 1962.

ADMINISTRATIVE AND INVESTIGATIVE REPORT

In the course of conducting the administrative investigation, it became apparent that the State Treasury could benefit if the Treasury Department adopted the Federal Bureau of Census and the Federal Reserve Bank of New York's "Administrative Guide" which provides for better administration of Federal aid funds. Accordingly, a preliminary meeting was held with representatives of the Federal Bureau of Census and the Federal Reserve Bank of New York on July 1, 1941. The meeting was held at the Federal Bureau of Census on July 1, 1941. The meeting was held at the Federal Bureau of Census on July 1, 1941. The meeting was held at the Federal Bureau of Census on July 1, 1941.

The investigation immediately began providing the various procedures, which could be adopted in connection with the Federal aid funds, which will be reported by the Bureau. It was also found that the Federal Bureau of Census is conducting a survey of the administrative procedures of the Federal Bureau of Census. The administrative procedures of the Federal Bureau of Census are being studied. It was also found that the Federal Bureau of Census is conducting a survey of the administrative procedures of the Federal Bureau of Census. The administrative procedures of the Federal Bureau of Census are being studied. It was also found that the Federal Bureau of Census is conducting a survey of the administrative procedures of the Federal Bureau of Census. The administrative procedures of the Federal Bureau of Census are being studied.

Recommendations during the first nine months of 1941 have been made. It was recommended that the Federal Bureau of Census be authorized to conduct a survey of the administrative procedures of the Federal Bureau of Census. It was also recommended that the Federal Bureau of Census be authorized to conduct a survey of the administrative procedures of the Federal Bureau of Census. It was also recommended that the Federal Bureau of Census be authorized to conduct a survey of the administrative procedures of the Federal Bureau of Census. It was also recommended that the Federal Bureau of Census be authorized to conduct a survey of the administrative procedures of the Federal Bureau of Census.

ACCOUNTING AND ADMINISTRATIVE SERVICES, cont'd.

The financial report also revealed that the cost of snow removal and ice control during the winter of 1961-62 was \$3,334,541, as compared with \$4,805,688 for the previous year, reflecting the better weather experienced this year. During the month of May warrants were drawn for 270 counties and municipalities at payments amounting to \$3,497,875.55. Approximately 3,400 invoices of all kinds were passed for payment and the total expenditures of the Department during May amounted to \$15,409,396.85.

The Department also filed claims amounting to approximately \$900,000 under Federal Disaster Act 875, Assembly Number 587 and Assembly Number 589 for reimbursement of costs incurred in alleviating damage to the New Jersey shore caused by the recent severe storm.

During the month the Commissioner acted on 448 individual items including 4 highway contracts, 116 property agreements, 37 municipal aid matters, 9 agreements regarding highway lighting and 8 traffic regulations.

MENTAL HEALTH CAMPAIGN

The Division of Personnel estimated the Highway Department collected more than \$400 during the Mental Health Drive in May, almost three times more than the amount collected last year.

ACCOUNTING AND ADMINISTRATIVE SERVICES, cont'd.

The financial report also revealed that the cost of new manuals and the contract during the period of 1961-62 was \$7,135,441, as compared with \$6,605,688 for the previous year, reflecting the higher volume experienced this year. During the month of May, payments were made for 270 contracts and modifications at a total amounting to \$1,457,675.55, approximately 1,400 in value of all kinds were passed for payment and the total expenditures of the Department during May amounted to \$12,147,906.55.

The Department also filed claims amounting to approximately \$100,000 under Federal Disaster Act 925, Assembly Order 100 and Assembly Order 925 for reimbursement of costs incurred in the construction of the new library which caused by the recent heavy rains.

During the month the Department acted on 111 individual items including 5 highway contracts, 12 property agreements, 11 municipal and national, 5 agreements regarding highway lighting and 5 traffic regulations.

TRAFFIC REGULATIONS

The Division of Personnel reviewed the Highway Department's activities and was able to find that the Highway Department had been able to secure more than the normal number of personnel last year.

ARCHEOLOGICAL RESEARCH

On January 20, two Bergen County school boys discovered the jawbone of a mastodon at the excavation site of a ditch at station 868+55 245' right of the base line of Route 80 Section 5N. This led to one of the most important paleontological finds in the northeastern United States in the last fifty years, according to Doctor George Whitaker of the American Museum of Natural History, to whose attention the find was brought by the principal of a local junior high school.

The museum, under the direction of Dr. Whitaker, his assistant and a staff of professional people from local colleges, conducted the excavation and classification. It is our understanding that the find will eventually be turned over to the Bergen County Museum.

Within the limits of the present excavation, measuring approximately 8' x 20' x 5' deep, have been found one complete mastodon skeleton, 11' high, one complete deer skeleton, one complete elk skeleton and identifiable parts of some eleven other species including beaver, salamander-like lizards, snakes, birds, frogs, turtles and muskrats showing a much more complete picture of the fauna of the era than is usually the case in similar caches. Geologists from several organizations including the United States Coast and Geodetic Survey have tentatively dated the remains at from 6,000 to 9,000 B. C.

ARCHEOLOGICAL RESEARCH, cont'd.

The Carbon dating system will be used to more accurately determine the age after complete excavation. It is conjectured that the animals were collected in such a small pocket either by deposition from stream flow or possibly by entrapment in quicksand. The surrounding soil is a fine grey sand underlain by varved silts and clays and was probably deposited shortly after the final recession of the Wisconsin glacier.

After the jaw-bone was found, the area was covered with canvas to protect it until the spring thaw. In March the excavation and preservation was started in earnest. As a bone is uncovered by small hand tools and brushes to about three quarters of its circumference, absorbent paper is wrapped around the exposed bone and saturated with a preservative. Plaster of Paris is next poured over the piece which is then removed in tact after hardening. Additional paper, preservative and plaster is then applied to the remainder of the surface. All pieces are being carefully numbered and a constant photographic record is also being kept to facilitate reconstruction.

It is anticipated that the currently located remains will be removed in about two more weeks, although the museum would like to explore further laterally in the hopes of finding additional skeleton, as well as man-made artifacts.

NATIONAL HIGHWAY WEEK

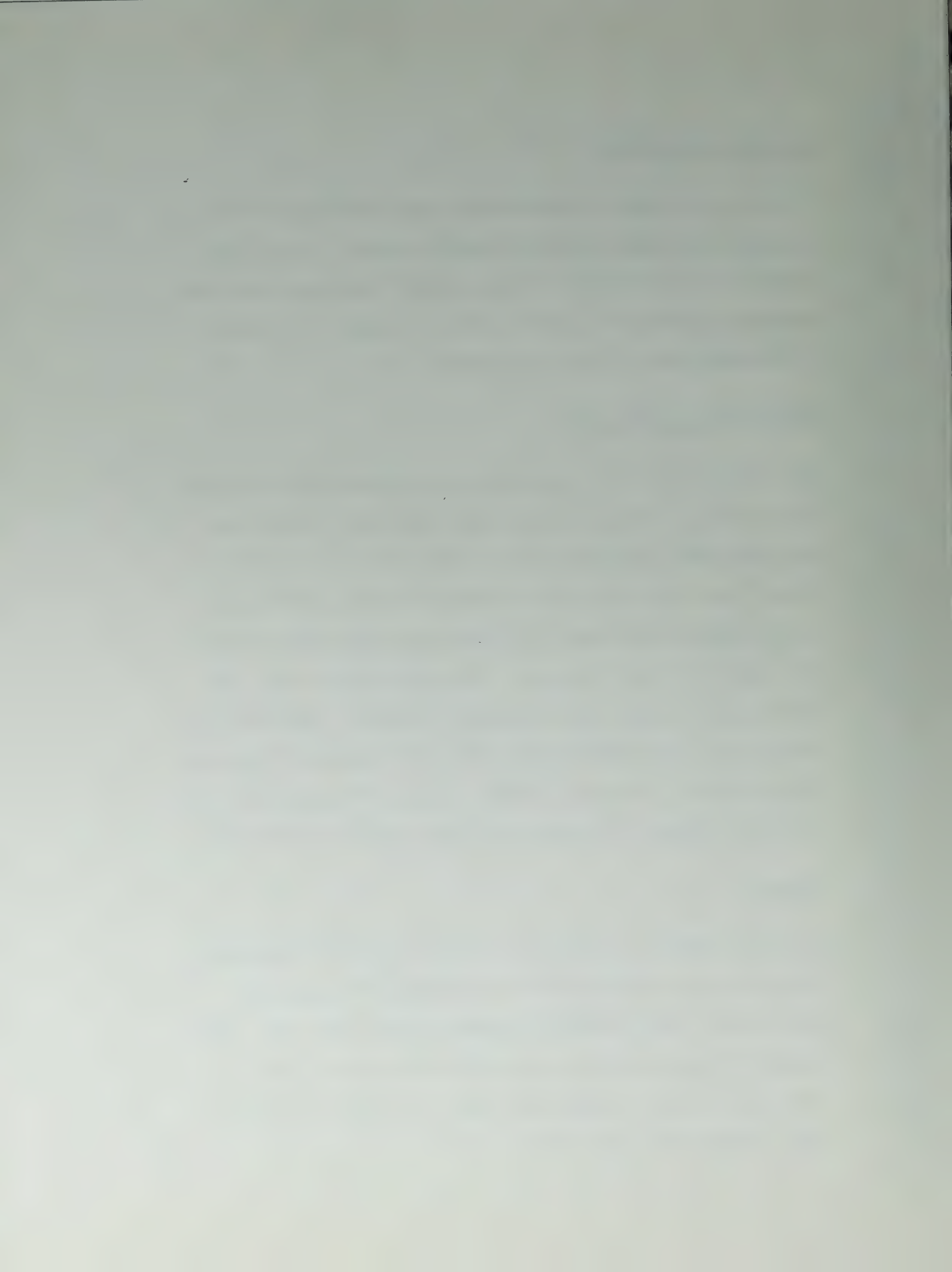
On May 15 the Governor proclaimed National Highway Week in New Jersey at ceremonies attended by representatives from the local office of the U.S. Bureau of Public Roads. The Highway Department prepared an informative exhibit which was placed in the rotunda of the State House throughout the week.

MAINTENANCE AND OPERATIONS

Final preparation by the Department's maintenance forces for the improvement of roads and parking lots within the new Sandy Hook State Park were completed and it is expected that this work will be well under way at the time of the next report. Institutional construction and maintenance work estimated at more than \$15,500 was completed during the month. It is interesting to note that at this time the Department's Bureau of Electrical Operations is maintaining 1,048 traffic signals with seven new signals installed during the month, five lane control systems, 769 illuminated signs, 37 movable bridges, 237 mobile radio units and 10 base stations.

RESEARCH

A representative of the Bureau of Engineering Research attended a conference in St. Louis, Missouri on results of the American Association of State Highway Officials Illinois road tests. This lengthy and complex test of the sections of various types of pavement under differing weights and kinds of road has been evaluated from a statistical point of view.



RESEARCH, cont'd.

It now remains to be seen how the results of the test can be utilized in the future design of pavements in New Jersey. Some difficulty in this area may be encountered because the pavements and soil conditions in the Illinois test section are not precisely comparable to the soil conditions encountered in various geographical areas of New Jersey, nor the pavement designs utilized in this State. For this reason it may be necessary to conduct a comparability test and this matter is under review by our research staff.

As an indication of the increased volume of highway construction, 3,388 samples were received by our testing laboratory during May, 1962 as compared with 2,768 samples during the corresponding month of 1961 -- an increase of more than 22 per cent.

SEA ISLE CITY

During May the Department's staff completed the appraisal and negotiation work needed to assist Sea Isle City in its efforts to complete a new line of dunes protected from future storms. Since this work began soon after the storm in March, a complete report is presented at this time.

SEA ISLE CITY - 1962

Pursuant to Governor Hughes' request, a task force of specialists from the Highway Department conducted an intensive survey of property damage at Sea Isle City resulting from the storm of March 6 and the possibilities of a "buffer strip" and protective dune to shelter the community from future disasters. The initial effort started March 31 and was completed rapidly but, as a result of subsequent requests from the Governor, the Department continued its efforts on a broader plane for the remainder of the fiscal year.

Field work began at Sea Isle City with a meeting between Departmental representatives and officials of the municipality including the mayor, engineer, assessor and counsel. Following this meeting the balance of the day was spent in reviewing municipal records of assessments and evaluations, zoning ordinances and records of recent sales.

The task of inspecting and analyzing storm damage to buildings remaining within the established limits of the "buffer strip" began on Sunday, April 1st and continued through Monday, April 2nd. This phase of operations consisted of estimating the value of each building as it stood. At the same time, photographs were made of individual buildings as well as block by block photographs of the entire 26,000 foot beach front. The three-day field operation was conducted by a crew of 15 men from the Department's Trenton, Haddonfield and Metuchen offices.

On Monday, April 3rd work was transferred to the Trenton office where the same force with stenographic reinforcements began the preparation of their report. This report was completed on April 4th and reviewed by the Commissioner. On April 5th, five days after the survey was started, the report in three-section form was presented to the Governor.

It has been estimated that this work, if performed by outside consultants, would have required several weeks to complete and have cost about \$100,000.

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In order to assist the U.S. Army Engineers in construction of a protective sand dune, the Governor then requested the Department to appraise 67 improved properties lying within the construction zone. These appraisals were made in Sea Isle City, Strathmere and Whale Beach, and a complete report presented May 11th.

In making the appraisal it was noted that additional unimproved properties were within the dune alignment and both improved and unimproved properties were on the east or ocean side of the dune line and would lack access to any street. As a result, additional appraisals covering 872 such properties in the shore disaster beach areas of Sea Isle City (5 miles of beach front); the Whale Beach and Strathmere sections of Upper Township (1.9 miles of beach front); and Brigantine 2.6 miles of beach front) were completed May 23.

In further connection with plans to construct protective sand dunes in the above storm stricken beach areas before the advent of the September equinoctial storms, Highway Department personnel responded to a request from the Governor to negotiate on behalf of the Municipalities for the 67 improved properties within the Dune Line construction areas as indicated by finalized plans of the Army Corps of Engineers in Sea Isle City, the Whale Beach and Strathmere Sections of Upper Township and Brigantine. Total beach fronts involved are approximately 9.5 miles.

In a 10-day period, signed agreements were secured on 60 properties. These agreements were processed as received and transmitted to the respective municipalities for acceptance and closing procedures. Six properties were located in Brigantine, 23 in Upper Township, and 31 in Sea Isle City. In line with the concept of turning beaches into State Parks, all agreements provided for conveyance of title in fee simple. This will insure public ownership and establish an effective "buffer strip".

Seven properties were referred back to the municipalities for condemnation.

Where houses were salvageable owners were informed that arrangements could be made for them to retain and remove their homes from the beach front to other more protected areas. This arrangement has considerably reduced the purchase cost of many properties as substantial deductions were made in the agreed considerations by reason of the owners' retention of their dwellings. Other advantages resulting from this procedure are that valuable tax ratables will be saved and costs of demolition to clear the beach area for the dune operation will also be substantially reduced.

To insure that the path of the dune line was clear in time to avoid delay to the Army Corps of engineers construction schedule, other Highway Department personnel stood by ready to arrange to move any salvageable homes where agreements could not be reached and condemnation appeared necessary. Only one home was moved outside the dune line to a "storage area" by this method. This avoided the necessity of demolition and settlement was reached later.

DOWNTOWN-LOWER MANHATTAN ASSOCIATION

On May 16, the Downtown-Lower Manhattan Association awarded the William Randolph Hearst Commemorative Awards for 1961 to Mr. James Felt of New York City, Mr. Austin Tobin of the Port of New York Authority and the New Jersey State Highway Commissioner for their efforts in behalf of the World Trade Center-Hudson and Manhattan Legislation. The meeting was addressed by Governor Richard J. Hughes and Governor Nelson Rockefeller of New York.

ROUTE 92 MEETINGS

During the month of May several meetings were held with representatives of the Phipps Estate and the Princeton Nurseries regarding the alignment of Route 92 (Princeton Bypass) and its crossing of Route U.S. 1 in an attempt to determine whether the alignment could be shifted slightly and thus provide a larger integral parcel for the development of new industry. It appeared from engineering studies that it would be possible to accommodate this interest to a large degree but not to the extent of moving the alignment completely away from the property under discussion.

MEETINGS

In addition to routine conferences the following meetings were held during the past month:

- May 15 - The State Highway Commissioner represented the Governor at the opening of the New Jersey Turnpike Authority's new Carteret interchange.
- May 16 - Discussions were held with the firm of Coverdale and Colpitts regarding the financial feasibility of the Atlantic City Expressway under various interchange proposals.
- May 17 - The State Highway Commissioner met with Mr. Donald Borg of The Record to discuss problems relating to the Palisades Interstate Parkway.
- May 22 - Representatives of the Erie-Lackawanna Railroad met with the State Highway Commissioner to discuss removal of tracks in Passaic so that the railroad's property could be utilized for highway purposes.
- May 23 - Future prospects of the World Trade Center were discussed with interested federal officials in Washington, D. C.
- May 24 - Conference was held with State Senator W. Steelman Mathis in Toms River to discuss Ocean County highway problems.

MEETINGS, cont'd.

May 25 - The State Highway Commissioner visited the Federal Bureau of Public Roads in Washington to discuss New Jersey's transportation problems.

May 28 - Representatives of Brill Co., engineering consultants, visited the Highway Department to explain how they might be useful in forwarding our highway construction program.

Mr. Paul McMurray of the Delaware River Port Authority met with the State Highway Commissioner to discuss progress on the South Jersey Rapid Transit project.

June 4 - A meeting was held with Thomas Gangemi, Jr. to discuss problems confronting the Public Markets Commission.

June 5 - The State Highway Commissioner and State Highway Engineer met with the Governor and General Robert Johnson, Mr. Thorn Lord and Mr. David Wilentz to discuss transportation planning in New Jersey.

A meeting was held with representatives of Lehmen Brothers to discuss financing the proposed \$40 million Garden State Parkway bond issue.

June 7 - Mr. Louis Kapelski met with the Commissioner to discuss operations of the Chester-Bridgeport Ferry now under subsidy from the State Highway Department.

MEETINGS, cont'd.

June 7 - The State Highway Commissioner met with Senator Richard R. Stout of Monmouth County and former Highway Commissioner Donald E. Sterner to discuss highway problems in that area.

June 11 - The Commissioner met with Senator Frank S. Farley of Atlantic County to discuss problems confronting the Atlantic City Expressway.

BIDS RECEIVED

May 17 - Kiel Avenue Relocation
 Kinnelon and Butler
 Morris County.
P. Michelotti & Sons, Saddle Brook \$734,118.50

May 17 - Canoe Brook Road
 Townships of Millburn and Livingston
 Essex County.
P. Michelotti & Sons, Saddle Brook 530,183.00

May 17 - Route 4 Parkway
 Guard Rail and Barrier Curb
 Middlesex and Union Counties
Frapaul Construction Co., Rochelle Park 129,328.35

May 24 - Interstate Route 80
 Demolition of Buildings
 Paterson, Passaic County.
V. Ottilio & Sons, Paterson 29,100.00

May 31 - Route 18
 Grading, Paving, Bridges and Dualization
 East Brunswick Township, Middlesex County.
Manzo Contracting Co., Matawan 1,137,978.74

Total Bids Received \$ 2,560,708.59



CONTRACTS AWARDED

May 17 - Ventnor Avenue Bridge over Risley
Channel and approaches
Longport and Egg Harbor Township
Atlantic County.
Conduit & Foundation Corp., Philadelphia \$1,504,317.75

May 22 - Route 28 - Cuckels Brook Bridge
Bridgewater Township, Somerset County
Coopersmith Bros., Phillipsburg 70,315.95

May 24 - Route 130
Widening, Resurfacing and Closing of
Island Openings
Burlington and Camden Counties.
So. Jersey Construction Co., Riverside 2,747,584.20

June 4 - Interstate Route 80
Demolition of Buildings
Paterson, Passaic County.
V. Ottilio & Sons, Paterson 29,100.00

Total Contracts Awarded \$ 4,351,317.90

BIDS TO BE RECEIVED

- June 14 - Interstate Route 287
Grading, Paving and Bridges
Township of Parsippany-Troy Hills
Morris County.
- June 21 - Route 4 Parkway - RE-ADV.
Guard Rail and Barrier Curb
Middlesex and Union Counties.
- June 28 - Interstate Route 287
Grading, Paving and Bridges
Bridgewater Township, Somerset County.



National Highway Week Proclamation. From left to right: Commissioner Dwight R. G. Palmer, Governor Richard J. Hughes, State Highway Engineer Otto H. Fritzsche, Mr. H. P. Beschenbossel of the Federal Bureau of Public Roads.



WHERE DO WE GO FROM HERE ?

This booklet was produced by the Department's Bureau of Public Information and given widespread distribution throughout the State in connection with National Highway Week. It is a reprint of an article by Commissioner Dwight R. G. Palmer that appeared in the March issue of NEW JERSEY BUSINESS Magazine.



**WHERE DO
WE GO
FROM HERE ?**



By DWIGHT R. G. PALMER

State Highway Commissioner

MISSING MONEY

- MISSING MILES

Why do many people succeed in agreeing
that we need better highways, while failing
to see that it takes money to build
bridges, tunnels and roads?

By DWIGHT R. G. PALMER

State Highway Commissioner

IS IT POSSIBLE that New Jersey will fail to provide funds necessary to its highway requirements until there is a catastrophic traffic jam extending from the Atlantic to the Delaware and from New York State to Cape May — by which time it would be much too late?

The State Highway Department has been pointing to the urgent need for increased construction funds for lo these many years. It is interesting to note moreover that during this period traffic jams steadily have grown worse and motorists' patience has been exhausted because few would heed our warnings.

Although relatively recent increases in Federal allocations for Interstate highways have accelerated road building in New Jersey, nowhere near enough is being done. Conservative estimates indicate that if we are to provide for traffic of the predictable future — and many of today's urgent needs — highway expenditures must be increased an additional 60 to 70 million dollars a year for the next 12 years. Boiled down we must be prepared to spend a billion dollars more than present estimates of combined State and Federal appropriations. If we fail to provide these funds on a continuing basis, we shall most certainly find that the cost

of not building the required highways will be greater than the cost of building them.

Too much "me!" One obstacle to be overcome in convincing the people of New Jersey of these "facts of life" is the common failure to understand, or even care about, the other fellow's plight. The driver who uses Route 22 each morning and evening is oblivious to the trials and tribulations of other drivers who are similarly stalled in scores of traffic jams on other roads. Even at the official level concern for highway improvements is strictly local in nature. We have yet to hear of a clamor for South Jersey highway improvements originating in Northern New Jersey or vice versa. In fact, one section of the State frequently will criticize the Department for its expenditures in other sections. While this may be natural, it is indicative of a complete lack of understanding of Statewide highway needs. All over the State local talent labels their strangulated highway as "suicide highway." There are dozens so named. Until we learn that highway insufficiency is not a local phenomenon little headway can be made in attacking the broader aspects of the problem. One look at the Department's Master Plan will show that needed highway improvements are called for in each of our 21 counties and that these improvements form an integrated network serving the entire State and are capable of bringing benefits to all.

But how can this story of inadequacy and the need for additional funds be brought to the attention of our citizens and the Legislature? Surely the Highway Department is neither equipped nor permitted to devote the necessary manpower or dollars to the promotion of such a broad-scale program. Our energies must be dedicated to the task of constructing and maintaining highways. While we can point to the needs, the job of acquainting the public and devising means of raising the necessary dollars must be left to others.

Without success. There have been some attempts along this line in the past, but they have failed to produce the desired results. Perhaps their ineffectiveness could be attributed to a number of reasons. It might be that they failed to reach people at the grassroots level whose voice will be the deciding factor in influencing legislative action. It might be that past and present efforts are too sporadic rather than continuous throughout the year. It might also be that such efforts suffer when they are launched by those who benefit directly from construction contracts rather than from completed highways. It could be lack of adequate financing or a combination of all of these many factors.

New Jersey needs a dynamic highway movement to impress our citizens and their legislative representatives with the need for prompt action. To be successful such a program should be under

the direction of leaders in the fields of business, industry, labor and other important segments of our complex society. Those who would benefit directly would at best remain in the wings and not occupy center stage. A successful highway movement must have the active participation of all groups, not for selfish reasons, but because the continuing economic prosperity of New Jersey depends upon uninterrupted and safe travel on our highways.

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If we fail to provide for tomorrow's highways with the same wisdom that we are providing for our children's education, water supply for our industries, open space for generations yet unborn and institutions for our less fortunate, it is possible that the final traffic jam may be just around the next curve in the road. What we need is a "merger" of all interested organizations and the selection of a few capable citizens to assume the job of promoting the State's needs.

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TRAFFIC-LOCKED Route 22 during mid-morning rush hours. A provincial attitude toward regional traffic and a close concern with their own problems makes motorists fail to realize that traffic congestion is a state-wide and not a local phenomena.

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

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RELEASE TUESDAY P.M.'s

1962

ROUTE 206 - COMPLETION
Somerset County

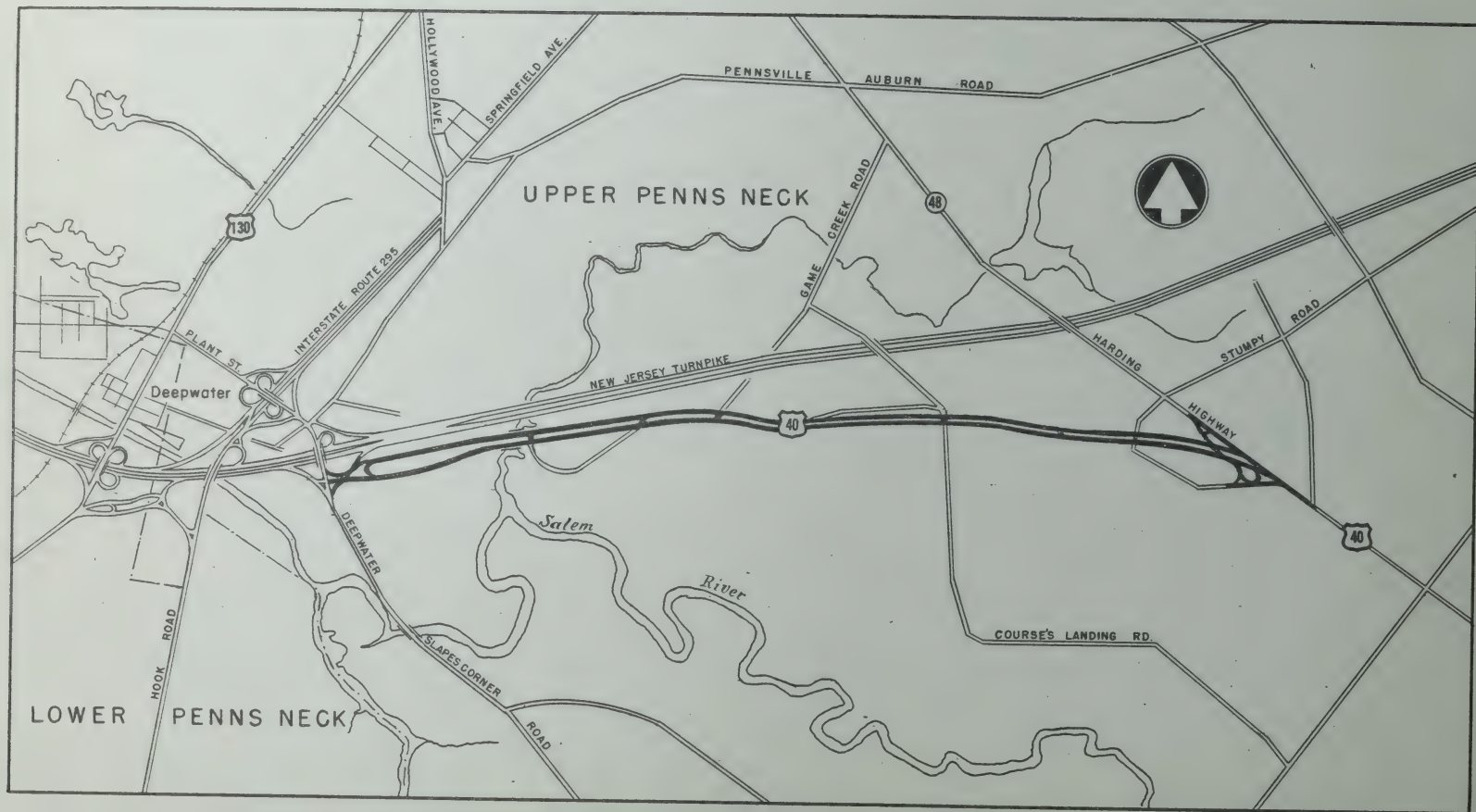
Trenton, June 12 - The New Jersey State Highway Department today announced a \$140,000 modernization project for two Route 206 intersections near Somerville, Somerset County, will be completed this week.

The improvements were undertaken to increase safety and ease traffic movements mainly for southbound traffic turning left toward Manville on Dukes Parkway in Hillsborough Township; and southbound traffic turning from Bridge Street in Somerville onto Route 206. Both intersections are near the Raritan River bridge south of Somerville.

To ease congestion for southbound Route 206 traffic approaching the four-lane Raritan River bridge, 2,000 feet of the highway's west shoulder was rebuilt as a second southbound traffic lane from the Central Railroad of New Jersey grade crossing to the bridge. The highway's east shoulder near the crossing also was reconstructed as an extra lane for trucks and buses stopping at the tracks.

South of the bridge, a jughandle was installed to route southbound 206 traffic east onto Dukes Parkway, and the intersection was enlarged. Near its junction with Route 206, Bridge Street was widened to provide four traffic lanes.

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RELEASE THURSDAY P.M.'s

1962

ROUTE 40 - COMPLETION

Slapes Corner - Route 48
Salem County

Trenton, June 7 - Modernization of four miles of Route 40 in Salem County should be finished before Saturday, the New Jersey State Highway Department announced today.

Unless bad weather delays the work, all four lanes of the dual highway should be clear of road-building equipment between Slapes Corner and Route 48 in Upper Penns Neck Township by Friday afternoon.

Remaining work, mainly landscaping and clean-up, will be done alongside the twin roadways, and won't interfere with traffic.

A Highway Department spokesman said the \$1.2 million project has replaced a narrow winding road with a dual highway section four miles long. Vacationers and commuters now have two-lane roadways separated by a center island 60 feet wide.

Before the modernization was undertaken, the spokesman added, this old road was a bottleneck for seashore-bound motorists driving across the Delaware Memorial bridge, and for local commuting residents.

Along most of the distance the new highway follows the path of existing two-lane Route 40. Through the most easterly section of the project, a 4,300 foot stretch between the Deepwater-Slapes Corner Road and Wiley Road,

(more)

1962
ROUTE 40 - COMPLETION
Slapes Corner - Route 48
Salem County

the center island has been extended to as wide as 400 feet in order to preserve existing business establishments and homes bordering the present highway.

Intersections and turnaround provisions were made at Wiley Road's two junctions with the highway, at Game Creek Road, Courses Landing Road and Stumpy Road. At each end of the project, channelized traffic signal controlled intersections were constructed. Traffic signals control all but the Game Creek Road intersection, and an intermediate turn-around to be located about one mile west of Stumpy Road.

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1962
TRENTON FREEWAY - SAFETY
FENCE
Trenton, Mercer County

"The children continue on New York Avenue to Evans Avenue, then to Brunswick Avenue and Southard Street, where they enter the Jefferson School. The same performance is repeated in the afternoon when school is dismissed.

"These children appear in the above areas in groups of 2 to 4 at a time. As many as 20 children have crossed the roadway and barrier in the morning and afternoon. Also, several adults have been observed using this medium of reaching Olden and New York Avenues."

Prior to the erection of the fence, a vigorous campaign by the Trenton Police; stationing guards at the short-cut when they could be spared, conducting a school campaign, and making personal visits to families in the Olden Avenue area, provided no permanent solution.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



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RELEASE FRIDAY P.M.'s

1962
ROUTE 23 - STATUS
SUSSEX COUNTY

Trenton, June 1 - The New Jersey State Highway Department today announced resurfacing of a half-mile section of southbound Route 23 in Sussex County will start early next week.

A Department spokesman said Monday should see final work on the northbound half of the highway completed between Clove Road and the New York State line. The newly resurfaced northbound section, he added, will carry two-way traffic until the southbound half is done -- sometime late this summer.

Under a 1959 contract, Route 23 was reconstructed for 2.5 miles south from Clove Road to Steenykill Lake for \$570,000. The new project continues the improvement northward toward Port Jervis, New York.

The Highway Department's plans call for a bituminous concrete two-lane roadway 24 feet wide bordered by hard surfaced shoulders ten feet wide. Work started last August.

As a safety measure, about 1,000 feet of the highway's west shoulder leading up the hill to Clove Road from the north will be a "creeper lane" for slow moving vehicles.

A reinforced concrete bridge 35 feet long and 50 feet wide, plus sidewalks, will span Mill Brook at a height of 5 feet 4 inches. After Monday, work will start on the southbound portion of the half-completed bridge.

(more)

THE HISTORY OF THE UNITED STATES

The history of the United States is a story of growth and change. It begins with the first settlers and continues through the years of exploration, settlement, and the struggle for independence.

The early years of the United States were marked by the struggle for independence from Great Britain. The American Revolution was a turning point in the nation's history, leading to the establishment of a new government.

The years following the Revolution were a time of growth and expansion. The United States continued to expand its territory and influence, and the nation's economy began to flourish.

The mid-19th century was a time of great change and conflict. The Civil War was a defining moment in the nation's history, leading to the abolition of slavery and the preservation of the Union.

The late 19th and early 20th centuries were a time of rapid growth and progress. The United States emerged as a world power, and the nation's economy continued to expand.

The 20th century has been a time of great change and challenge. The United States has faced many challenges, including the Great Depression, World War II, and the Cold War.

1962
ROUTE 23 - STATUS
SUSSEX COUNTY

Other Route 23 improvements by the Highway Department include replacement of the Peckman Brook Bridge in Cedar Grove, Essex County, in 1959 at a cost of \$140,000; widening the Route at two points between Sussex and Hamburg for \$210,000 in 1957. Also in 1957, the Clove River Bridge and nearby portions of the highway in Wantage Township, Sussex County, were reconstructed at a cost of \$370,000. In 1960, five miles of Route 23 were resurfaced in Passaic and Essex Counties for \$295,000.

Last May the Department held a public hearing on its proposal to improve Route 23 in Jefferson Township, Morris County, and West Milford Township, Passaic County. In the Department's 1961-62 construction program \$2 million was allocated for this project between Charlotteburg and Oak Ridge Road, and plans are now underway.

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IMMEDIATE RELEASE



1962

N.J. ROUTE 18 - BIDS
East Brunswick, Middlesex Co.

Trenton, May 31 - The New Jersey State Highway Department today received the low bid of \$1,137,978.74 submitted by the Manzo Contracting Co., of Matawan, for modernizing N.J. Route 18 between the Raritan River Railroad bridge and Fountain Street in East Brunswick, Middlesex County.

Within the half-mile section one interchange will be constructed at Milltown Road, and another at the intersection of Cranbury and South River Roads. The plans call for widening and resurfacing Route 18, and placing a center barrier between eastbound and westbound traffic lanes.

All bids for the Federal-State financed contract will be reviewed before the contract is awarded. Construction should be completed in 175 working days.

Other bidders were: Franklin Contracting Co., Little Falls, \$1,170,883.12; Hess Brothers, Inc., Parlin, \$1,171,491.32.

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RELEASE MONDAY P.M.'s

1962
ROUTES 71 and 35
DRAW-SPAN OPENINGS

Trenton, May 28 - The New Jersey State Highway Department has announced that limited operation of the Route 35 and Route 71 draw bridges over Shark River in Belmar, Monmouth County, will go into effect on May 30, Memorial Day.

This will be the third year that limited openings will be in effect. They will be enforced through September 3, Labor Day.

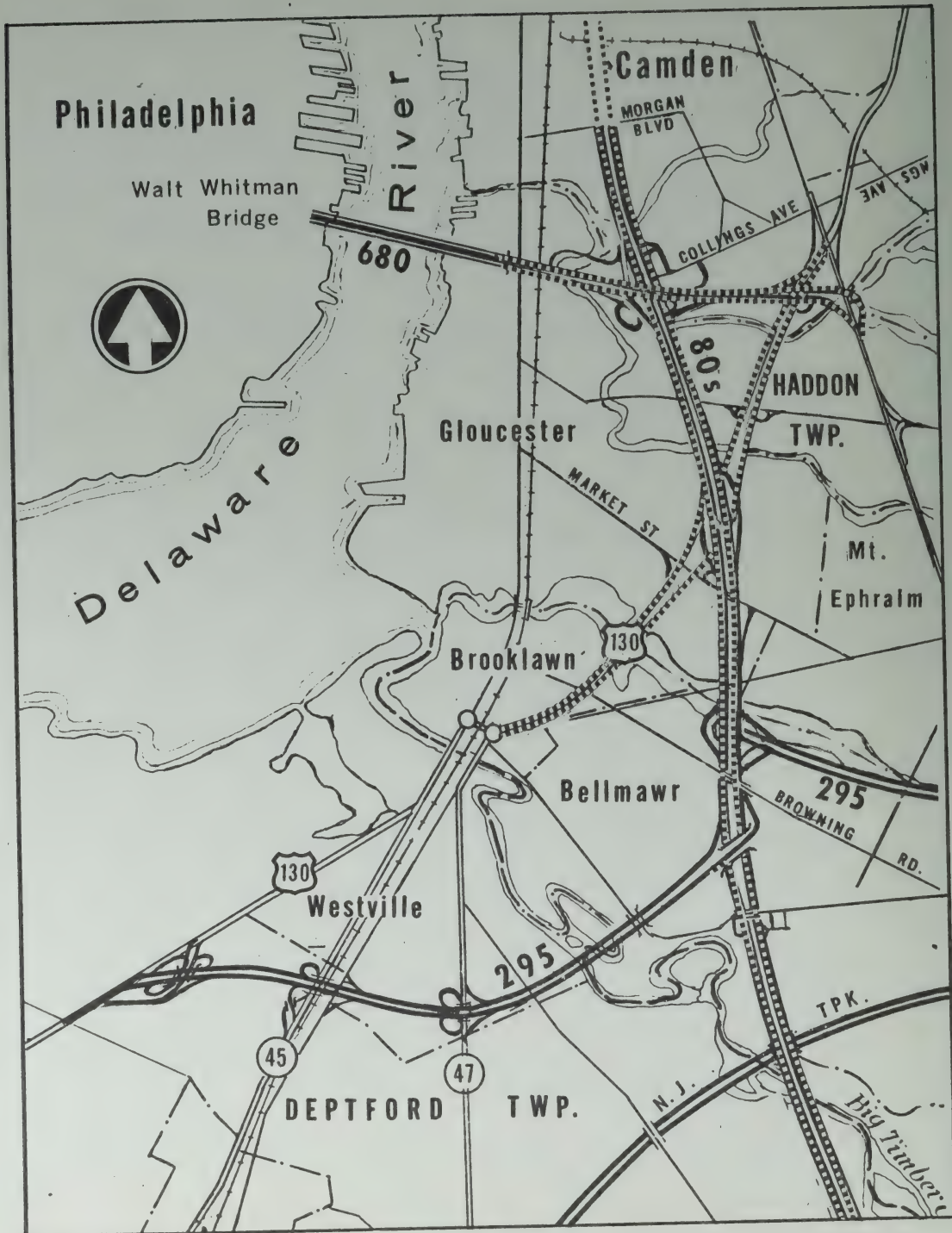
During the limited operation period, the bridges will open on signal only from boats at half hourly intervals, on the hour and half hour, between 9 a.m. and 9 p.m. on Saturdays, Sundays, Memorial Day, Independence Day and Labor Day.

On week days during this period the limited openings will be in effect between 4 p.m. and 7 p.m. daily.

The regulations were instituted by the Secretary of the Army in 1960 as the result of a formal request by State Highway Commissioner Dwight R. G. Palmer in order to relieve serious traffic delays that were being occasioned by increasingly frequent span openings.

The normal operation of opening the bridges on request will be resumed in September.

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FOR FRIDAY P.M.'s RELEASE, MAY 25

1962

INTERSTATE ROUTE 295
COMPLETION
CAMDEN-GLOUCESTER COUNTIES

Trenton, May 25 - The New Jersey State Highway Department announced it will open a new section of Interstate Route 295 in Camden and Gloucester Counties today.

Commissioner Dwight R. G. Palmer noted that the 3.4 mile section between Hessian Avenue in Verga and an interchange with Interstate Route 80S in Mount Ephraim links together two previously opened stretches, providing 16 continuous miles of dual freeway for South Jersey motorists.

"This new superhighway is graphic evidence of the effort being made under the administration of Governor Richard J. Hughes to relieve congestion and provide for the swift and convenient movement of people and goods through and within the rapidly growing metropolitan area of South Jersey," the Commissioner said.

He added that the link just completed at a construction cost of \$8 million will relieve traffic pressure on the existing Route U.S. 130, particularly in Westville and Brooklawn, and provide easy access to the Walt Whitman Bridge via Interstate Route 80S.

When completed, Interstate Route 295 will extend 67.5 miles from the Delaware Memorial Bridge at Deepwater, in Salem County, to Trenton, where it will connect with Interstate Route 95 heading north to the George Washington Bridge. The 16-mile continuous stretch now open extends from

(more)

1962
INTERSTATE ROUTE 295
COMPLETION
CAMDEN-GLOUCESTER COUNTIES

Repaupo Road, near Bridgeport in Gloucester County, to the intersection of Copley Road and Route U.S. 30 in Barrington, Camden County. It includes the former Route 130 Freeway in Gloucester County which was incorporated in Interstate 295.

Construction of the Interstate Route from Copley Road northward three miles to Kresson Road is now underway at a cost of \$4 million and plans for constructing another 3.5 miles northward to Route 73 are being reviewed prior to advertisement for bids.

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NOTE TO EDITORS: Accompanying map, the new section is shown as the solid line extending from Route U.S. 130 Freeway east to Browning Road.

295 1C & 1D
295 1 (19) 27
295 1 (21) 25
59 - I - 10
60 - I - 21

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IMMEDIATE RELEASE

1962

INTERSTATE ROUTE 80 - BIDS
Paterson, Passaic County

Trenton, May 24 - The New Jersey State Highway Department today received the low bid of \$29,700.00 submitted by V. Ottilio and Sons, of Paterson, on a contract for clearing a path for future construction of Interstate Route 80 in Paterson, Passaic County.

A total of 58 buildings will be removed in a corridor extending west from Mill Street for nearly a mile to Glover Avenue. A Highway spokesman said the demolition contract comes under the Department's policy to remove empty buildings which can become fire and health hazards, objects of vandalism, and havens for undesirable elements.

All bids for the contract, which has a schedule of 40 working days, will be reviewed before the contract is awarded.

The other bidder was: S.A.S. Equipment Company, Irvington, \$50,950.00.

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RELEASE WEDNESDAY P.M.'s

1962
ROUTE 24 - COMPLETION
ESSEX COUNTY

Trenton, May 23 - The New Jersey State Highway Department today announced completion of resurfacing 1.5 miles of Route 24 in Essex County.

Highway Commissioner Dwight R. G. Palmer noted that the project was made possible by agreement with Maplewood officials to ban parking along the northern side of the heavily traveled highway, in order to make four lanes available to traffic at all times.

The Commissioner also commended the police departments of Millburn, Union, Maplewood and Irvington for their assistance in controlling and directing traffic through and around the project while construction was underway. He said this cooperation held traffic delays and inconvenience to a minimum and helped the Highway Department complete the project on schedule.

The highway was resurfaced with bituminous concrete across its full 50-foot width from Millburn Avenue, at the Union-Maplewood line, easterly to North 43rd Street in Irvington under a \$93,000 contract. The State paid the entire cost.

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62-N-41

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RELEASE THURSDAY P.M.'s
MAY 17

1962
HIGHWAY WEEK

Trenton, May 17 - Governor Richard J. Hughes today proclaimed May 20th - 26th as National Highway Week in New Jersey.

Those invited to witness the Governor sign the proclamation included State Senator Richard R. Stout of Monmouth County and Assemblyman J. Edward Crabiel of Middlesex County, Chairman of the Senate and Assembly Highway Committees; Highway Commissioner Dwight R. G. Palmer; H. P. Beschenbossel, Division Engineer of the Federal Bureau of Public Roads; and State Highway Engineer O. H. Fritzsche.

In his proclamation, the Governor noted that the continued economic growth of New Jersey "greatly depends upon safe, swift and convenient movement of people and goods" and that this requires an adequate State Highway System augmented by local roads. The Governor said the Highway Department is not only working on its Master Plan for State Highway needs but is also actively assisting with the construction of local facilities. He said the Department's programs are geared to completion of New Jersey's Interstate System by 1972 in line with the National schedule.

The Governor's proclamation marked the second straight year in which New Jersey has participated in observation of National Highway Week.

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FROM: Office of the Governor

RELEASE: May 15, 1962

P R O C L A M A T I O N

WHEREAS, New Jersey is recognized as the most urban State in the Nation and is presently experiencing traffic densities which are five times the national average; and

WHEREAS, the continued economic growth of New Jersey is clearly dependent upon safe, swift and convenient movement of people and goods; and

WHEREAS, this movement of people and goods requires an adequate network of State Highways, supported by County and Municipal roads and streets; and

WHEREAS, the Highway Department has developed a Master Plan for construction of a State Highway System adequate to meet 1975 traffic needs and is actively promoting construction of local facilities through administration of financial aid programs; and

WHEREAS, New Jersey, in partnership with the Federal Government and with the continued cooperation of the construction and maintenance industries, will complete some 376 miles of Interstate and National Defense Routes by 1972; and

WHEREAS, the construction program under which a 41,000-mile National System of such routes is now in its sixth year;

NOW, THEREFORE, I, RICHARD J. HUGHES, Governor of the State of New Jersey do hereby proclaim

MAY 20 - 26, 1962

AS

NATIONAL HIGHWAY WEEK



THE UNIVERSITY OF CHICAGO
LIBRARY

THE UNIVERSITY OF CHICAGO
LIBRARY

THE UNIVERSITY OF CHICAGO
LIBRARY

P R O C L A M A T I O N

WHEREAS, New Jersey is recognized as the most urban State in the Nation and is presently experiencing traffic densities which are five times the national average; and

WHEREAS, the continued economic growth of New Jersey is clearly dependent upon safe, swift and convenient movement of people and goods; and

WHEREAS, this movement of people and goods requires an adequate network of State Highways, supported by County and Municipal roads and streets; and

WHEREAS, the Highway Department has developed a Master Plan for construction of a State Highway System adequate to meet 1975 traffic needs and is actively promoting construction of local facilities through administration of financial aid programs; and

WHEREAS, New Jersey, in partnership with the Federal Government and with the continued cooperation of the construction and maintenance industries, will complete some 376 miles of Interstate and National Defense Routes by 1972; and

WHEREAS, the construction program under which a 41,000-mile National System of such routes is now in its sixth year;

NOW, THEREFORE, I, RICHARD J. HUGHES, Governor of the State of New Jersey do hereby proclaim

MAY 20 - 26, 1962

AS

NATIONAL HIGHWAY WEEK

in New Jersey and urge all the citizens of our State of make appropriate observance of this occasion.

(S E A L)

GIVEN, under my hand and the Great Seal of the State of New Jersey, this fifteenth day of May, in the year of Our Lord, one thousand nine hundred and sixty-two and in the Independence of the United States the one hundred and eighty-sixth.

/s/ Richard J. Hughes

BY THE GOVERNOR:

/s/ Robert J. Burkhardt

Secretary of State

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IMMEDIATE RELEASE

1962

ROUTE 4 PARKWAY - BIDS
Middlesex-Union Counties

Trenton, May 17 - The New Jersey State Highway Department today received the low bid of \$129,328.35 from Frapaul Construction Co., of Rochelle Park, on a contract for installing safety barriers at fourteen locations on the Garden State Parkway in Middlesex and Union Counties.

A Highway Department spokesman said the improvements will be made within the State-maintained section of the Parkway between King Georges Road in Fords and the Kenilworth-Union Township line in Union County. Purpose of the barriers is to fend traffic away from bridge foundations, and to prevent cars from crossing the Parkway into opposing traffic lanes.

The Department expects 30 working days will be needed to do the work. All bids for the State-financed project will be reviewed before it is awarded.

Other bidder was Middlesex Concrete Products & Excavating Corp., Woodbridge, \$134,895.40.

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62-N-41

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IMMEDIATE RELEASE

1962

KIEL AVENUE - BIDS
KINNELON - BUTLER
MORRIS COUNTY

Trenton, May 17 - The New Jersey State Highway Department today received the low bid of \$734,118.50 from P. Michelotti & Sons, Saddle Brook, on a contract for relocating Kiel Avenue and constructing jughandles in Kinnelon and Butler Boroughs, Morris County.

The contract calls for constructing the new 2.2 mile section east of existing Kiel Avenue, between Fayson Lake Road to N. J. Route 23, and installing jughandles where the new Avenue will join the State Highway. New Kiel Avenue will generally parallel the present street.

The jughandles will eliminate dangerous left turns at the future junction of Kiel Avenue and Route 23.

The Department estimates 220 working days will be needed to complete the Federal-County project. All bids will be reviewed before the contract is awarded.

Other bidders were: Mal-Bros Contracting Co., West Caldwell, \$930,638.16; Samuel Braen's Sons, Hawthorne, \$900,014.39; Conduit & Foundation Corp., Philadelphia, \$888,440.90; Sappah Construction Co., Montvale, \$800,526.16; Frank Stamato & Co., Lodi, \$1,136,688.06.

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The Board of Directors of the [Organization Name] is pleased to present this Annual Report to the members of the organization. The report details the activities and achievements of the organization over the past year, highlighting the progress made in various areas of focus.

During the year, the organization has successfully completed several key projects and initiatives. These include the implementation of new programs, the expansion of our outreach efforts, and the completion of major fundraising campaigns. The Board is proud of the dedication and hard work of all staff and volunteers who have contributed to these successes.

The financial performance of the organization has been strong, with a significant increase in revenue and a decrease in expenses. This has allowed us to maintain our commitment to providing high-quality services and programs to our members and the community. The Board is grateful for the support and generosity of our donors and sponsors.

Looking ahead, the Board is committed to continuing our efforts to improve the lives of our members and the community. We will focus on expanding our programs, increasing our outreach, and ensuring the financial stability of the organization. We believe that with the continued support of our members and the community, we can achieve our goals and make a lasting impact.

The Board of Directors is grateful for the support and commitment of all members and staff. We look forward to working together to achieve our common goals and make a positive difference in the world.

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IMMEDIATE RELEASE

1962
CANOE BROOK ROAD - BIDS
Millburn and Livingston
Essex County

Trenton, May 17 - P. Michelotti & Sons, of Saddle Brook, today submitted the low bid of \$530,183.00 on a contract for constructing Canoe Brook Road in Millburn and Livingston Townships, Essex County.

The contract calls for preparing a two-mile long roadbed between Parsonage Hill Road and Hobart Gap Road, and constructing bridges over Canoe Brook and Taylor Brook. Under a future contract the road will be paved as a 74-foot wide dual highway, along with the second roadway of Canoe Brook Road to the south, between Route 24 and Parsonage Hill Road.

Provisions for another future improvement, passing Canoe Brook Road under Parsonage Hill Road, also will be made in the current project.

The work is expected to take 210 working days. All bids for the contract will be reviewed before it is awarded.

Other bidders were: Mal-Bros Contracting Co., West Caldwell, \$546,220.98; Conduit and Foundation Corp., Philadelphia, \$561,600.10; Franklin Contracting Co., Little Falls, \$616,843.92; Mohawk Constructors Inc., Linden, \$556,565.10.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

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1015 Parkway Ave. Trenton



IMMEDIATE RELEASE

1982
CANOE BROOK ROAD - BIDS
Millburn and Livingston
Essex County

Trenton, May 17 - P. Michalek & Sons, of Saddle Brook, today submitted the low bid of \$230,183.00 on a contract for constructing Canoe Brook Road in Millburn and Livingston Townships, Essex County.

The contract calls for preparing a two-mile long roadbed between Parsonage Hill Road and Hobart Gap Road, and constructing bridges over Canoe Brook and Taylor Brook. Under a future contract the road will be paved as a 74-foot wide dual highway, along with the second roadway of Canoe Brook Road to the south, between Route 24 and Parsonage Hill Road.

Provisions for another future improvement, passing Canoe Brook Road under Parsonage Hill Road, also will be made in the current project.

The work is expected to take 210 working days. All bids for the contract will be reviewed before it is awarded.

Other bidders were: Hal-Bros Contracting Co., West Caldwell, \$246,220.98; Condit and Foundation Corp., Philadelphia, \$251,600.10; Franklin Contracting Co., Little Falls, \$246,019.92; Newark Constructors Inc., Linden, \$228,502.10.

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